

SIXTEENTH ANNUAL REPORT

OF

THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL  
TRAINING SCHOOL.

JANUARY 1, 1908.



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## CONTENTS.

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	PAGE
The Work of the Year, . . . . .	7
The Summer Cruise, . . . . .	7
The Winter Term, . . . . .	11
Visiting the "Enterprise," . . . . .	12
Personnel, . . . . .	12
Information regarding Graduates of the School, . . . . .	12
Membership of the School, . . . . .	17
Summary, . . . . .	19
Statistics of Cadets, . . . . .	20
Bill of Fare, . . . . .	23
Code of Discipline, . . . . .	23
Appropriations, . . . . .	25
Legal Authority for the School, . . . . .	26
Recent Legislation, . . . . .	29



COMMISSIONERS  
OF THE  
MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

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GEORGE F. F. WILDE, *Chairman*,  
REAR ADMIRAL, U. S. N. (RETIRED).  
ROBERT B. DIXON, M.D.  
HON. JOHN READ, LATE U. S. N.

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F. STANHOPE HILL, *Secretary*,  
LATE U. S. N.



# Commonwealth of Massachusetts.

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## MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

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*To the Honorable the Senate and House of Representatives of the  
Commonwealth of Massachusetts in General Court assembled.*

The Commissioners of the Massachusetts Nautical Training School have the honor to submit their report of the operations of the school for the year 1907.

### THE WORK OF THE YEAR.

During the past year the work of the Nautical Training School has been satisfactorily carried on, with an average of 74 cadets on the roster from Dec. 1, 1906, to Nov. 30, 1907. There have been 132 cadets in all connected with the school during the year. Nineteen cadets were graduated in April, — 11 in the engineer class and 8 in the seamanship class; and in October the graduating class numbered 6, — 2 in the seamanship class and 4 in the engineer class; making a total for the year of 25 graduates, — 13 engineers and 12 seamen.

### THE SUMMER CRUISE.

The industrial strike in Boston last spring preventing the Atlantic Works from finishing, within the contract time, the work of repairing the engines and boilers of the "Enterprise," it was found necessary, after numerous delays, to obtain permission from the Navy Department to send the ship to the Navy Yard, Charlestown.

The work was not completed there until early in June, and the "Enterprise" sailed for Marblehead on June 18, returning to Boston on June 26. On June 27 the ship was inspected by

His Excellency the Governor and Council, accompanied by the commissioners, when the "Enterprise" went down the bay and the cadets were exercised in various evolutions.

Sailing from Boston on June 29, the ship touched at Provincetown, and arrived at New London, Conn., July 4, 1907.

While at New London some trouble occurred with a portion of the cadets, by whom complaints were made as to the quality of their food and the shore liberty allowed. This being reported to the commissioners, the "Enterprise" was at once ordered to return to Boston, and the Governor was requested by the commissioners to order a board of inquiry into the matters at issue. After very careful investigation, the Board found the charges were without substantial foundation, and the ship was ordered to make her usual foreign cruise, which embraced Gibraltar and Madeira.

The accompanying abstract from the report of the superintendent, Commander William F. Low, U. S. N., will give an idea of the work of the cadets during that period.

*Itinerary.*

Left.	Date.	Arrived.	Date.
Boston, . . . . .	June 18	Marblehead, . . . . .	June 18
Marblehead, . . . . .	June 26	Boston, . . . . .	June 26
Boston, . . . . .	June 29	Provincetown, . . . . .	June 29
Provincetown, . . . . .	July 1	New London, . . . . .	July 4
New London, . . . . .	July 7	Boston, . . . . .	July 9
Boston, . . . . .	July 25	Gibraltar, . . . . .	Aug. 19
Gibraltar, . . . . .	Aug. 24	Funchal, Maderia, . . . . .	Aug. 29
Funchal, Maderia, . . . . .	Sept. 3	Bermuda, . . . . .	Oct. 5
Bermuda, . . . . .	Oct. 7	Boston, . . . . .	Oct. 12 <sup>1</sup>

<sup>1</sup> Arrived off Boston Light October 11.

The trip home was most disappointing; long periods of calms and light trade winds, with great heat, broken at last by a moderate gale, some 200 miles northeast of Bermuda.

After lying to for three days, I concluded it would be wise to run down to Bermuda for some overhauling of the engine and for coal, which I accordingly did, arriving there October 5. We left Bermuda October 7, and reached Boston October 11, hauling into winter quarters the next day.



From the time the "Enterprise" sailed for Gibraltar to the termination of the cruise no complaint had been received from parent or student in regard to the food or conditions. The steward, responsible for such temporary and limited disorganization of the bill of fare as did take place, was dismissed before leaving Boston.

All possible grounds for complaint over even the temporary conditions that usually prevail in starting on a new voyage were removed, as indeed they would have been without an investigation. I am gratified to learn, moreover, that no protest in regard to the case of the mutineers dismissed from the ship has been received from parent or guardian.

#### INSTRUCTION.

During the cruise the cadets were instructed as follows in seamanship, signals, navigation and engineering:—

##### *Seamanship.*

Setting up rigging; reeving off gear; bending sail; sail making; steering; heaving lead and log; under oars; duties as coxswains of boats; captains of tops; quartermasters and officers of the deck; bracing; making and taking in sail; running lines; handling yards; shifting and reefing sail; heaving to under storm sail; lookouts; securing boats for sea; wearing ship; knotting and splicing; unbending sail; reefing courses and topsails; stations for evolutions under sail; care and cleaning of bilges; ground tackle; sending up and down yards and spars; standing rigging; securing yards and sails in heavy weather; sea anchor; use of oil.

##### *Signals.*

International code, including the following: procedure when signalling passing vessels; urgent and important signals; signals of distress; distant signals and the general vocabulary; Army and Navy wig-wag code.

##### *Navigation.*

(a) The work, with the exception of the junior cadets, was mostly practical.

(b) The junior cadets were instructed in the elements of dead reckoning and the boxing of the compass.

(c) The senior cadets were given practical work in the following subjects: dead reckoning, course and distance by middle latitude and Mercator's sailing; taking departure; setting courses; plotting positions; latitude and longitude by observation; Sumner lines; azimuths, comparing chronometers; use of charts; sailing directions; tide tables; light lists; use and adjustment of instruments.

(d) While at sea, cadets having the afternoon watch below were mustered at studies from 1.30 to 3.30 daily, except Saturdays and Sundays.

(e) The senior cadets having the afternoon watch below were required to turn in the following work: noon position by dead reckoning and observation, course and distance made good since preceding noon; set and drift of current during preceding day, the compass error and deviation on at least one heading, and such other problems as were assigned. All sights were taken individually, and every effort was made to have each cadet work independently.

(f) The progress and results were very satisfactory.

### *Engineering.*

(a) *First Part.*—Steam and water piping; firing; the care and repair of pumps; care of engines; oiling; packing of joints; adjusting valves; care of evaporators; general duties required in the engine room.

(b) *Second Part.*—Firing; water tending; running electric light engine and dynamo; care of pumps and their repair; distilling; care of evaporators and general fire-room duties.

(c) *Junior Cadets.*—Coal passing; firing; cleaning boilers; instruction in the lead and use of pipes, check and other valves, and the names and uses of boiler attachments.

Coal consumed on cruise, 475 tons, 2,150 pounds.

### MEDICAL DEPARTMENT.

The health of the cadets was, on the whole, good. There were no serious accidents. Shortly after leaving Madeira about thirty cases of diarrhœa developed, all of which quickly yielded to treatment. These were caused probably by dietary indiscretions while on shore leave at Madeira.

The water, examined daily, was excellent, showing only the proper amount of salt.

When the ship reached Madeira it was ascertained that an epidemic of smallpox had existed on the island for the past three months, and that, while it was well under control, there were sporadic cases. Vaccine was secured and cadets and crew were inoculated.

It may be stated that every cadet returned from the cruise in excellent condition, with firm, hard muscles and a good color, many of them showing surprising gains in weight and general condition.

A course of instruction in first aid to the injured was given, including how to act in presence of emergency; the use of disinfectants; symptoms and treatment of burns, bruises, hemorrhage, wounds, sprains, fractures, dislocations, foreign bodies in eye, ear and throat, unconsciousness, fainting, shock, compression, sunstroke, drunkenness, convulsions, smothering by gas, drowning, poisons, dog, snake and insect bites, and poison ivy; making of surgical dressings and poultices.

## COMMISSARY REPORT.

Stores purchased in Boston, . . . . .	\$3,798 59
Stores purchased on cruise, . . . . .	1,308 61
<hr/>	
Total cost of stores, . . . . .	\$5,107 20
Stores condemned by survey, . . . . .	\$49 14
Ice, . . . . .	40 13
Equipment stores on commissary bills, . . . . .	17 52
Stores expended, Governor's inspection, . . . . .	8 50
Stores remaining on hand on arrival in Boston, . . . . .	685 59
<hr/>	
	800 88
<hr/>	
Cost of stores used, . . . . .	\$4,306 32
Number of rations issued, . . . . .	11,520
Cost per ration, . . . . .	\$0.373

*Classified Expenditures on the Cruise.*

Pay roll, . . . . .	\$5,718 37
Commuted rations, . . . . .	411 00
Commissary, . . . . .	1,308 61
Coal and water, . . . . .	2,062 23
Equipment department, . . . . .	223 04
Engineering department, . . . . .	65 95
Ashes and garbage, . . . . .	29 20
Contingent, . . . . .	148 18
<hr/>	
	\$9,966 58
Coal on hand, arrival in Boston, . . . . .	\$488 22
Commissary stores on hand, . . . . .	685 59
Stores condemned, . . . . .	49 14
<hr/>	
	1,222 95
<hr/>	
	\$8,743 63

## THE WINTER TERM.

By the continued courtesy of the bath commissioners of the city of Boston, the "Enterprise" is moored for the winter at the wharf of the North End Park, Boston, free of expense to the Commonwealth. As usual, the ship has been housed over and steam heating installed, thus affording comfortable quarters for study and for instructing the cadets during the winter term.

## VISITING THE "ENTERPRISE."

Should any members of the Legislature desire to obtain further knowledge of the operations of the school by personal observation, the commissioners and the superintendent would be gratified to have them visit the "Enterprise" at the North End Park on any day excepting Saturday and Sunday, when the cadets are absent on home leave.

## PERSONNEL.

The changes in commissioners, officers and instructors during the year have been as follows:—

July 1, 1907, Hon. John Read of Cambridge was reappointed a commissioner for a term of three years.

April 8, 1907, Mr. Webb C. Maglathlin of West Bridgewater resigned his position as chief engineer of the "Enterprise," having been appointed a second assistant engineer in the United States revenue cutter service.

April 9, 1907, Mr. E. J. Scanlon, a graduate of this school, was appointed chief engineer of the "Enterprise."

June 15, 1907, Chief Boatswain Harry R. Brayton, U. S. N., was appointed executive officer, vice Ensign C. Churchill, U. S. N., resigned June 14, 1907.

Nov. 9, 1907, Warrant Machinist John O'Neill, U. S. N., retired, was appointed chief engineer of the "Enterprise."

Nov. 25, 1907, John McGrath, chief boatswain, U. S. N., retired, was appointed watch officer of the "Enterprise."

## INFORMATION REGARDING GRADUATES OF THE SCHOOL.

The great value of the technical instruction given in the Nautical Training School can best be determined by a study of the work of its graduates. During its brief existence about 1,100 young men have availed themselves of the educational privileges afforded by the State in this school. A large proportion of these young men are now holding responsible positions on board vessels in every branch of the marine service. Although the first class was graduated as recently as 1895, many graduates have already reached the highest places in their profession, as captains and chief engineers. Every class has



contributed men who are holding important positions as deck and engineer officers. The many opportunities for employment at sea make the temptation very strong on the part of the cadets to leave before completing the full term, yet 452 have finished the two years' term and received diplomas. Seventy-four per cent. of the graduates have had sea service. As the demand in the merchant marine for competent, well-trained men is greater than the supply, graduates have little difficulty in securing immediate employment.

In June last a graduate was appointed executive officer of the U. S. S. "Newport," loaned to the State of Massachusetts for the summer practice cruise of the Naval Brigade. He was ordered to Portsmouth, N. H., with 75 men from the naval militia and a detail of men from U. S. R. S. "Wabash" to bring the "Newport" to Boston.

Among the graduates who are already holding responsible positions at sea are Mr. George E. Eaton of Wakefield, captain of the U. S. lighthouse tender "Azalea," who has distinguished himself by furnishing opportune aid to vessels in the vicinity of Nantucket Sound and Cape Cod. Mr. Forrest D. Clark of Dorchester, chief engineer of the S. S. "H. M. Whitney," the youngest chief engineer in the service of the Metropolitan line. Mr. Frederick A. Sparks of Provincetown, master of the fine steam yacht "Machigonne," owned by an ex-governor of Massachusetts. Mr. Hollis M. Cornwall of Melrose, who in less than six years, and at the age of twenty-seven years, has become chief engineer of one of the largest and finest coastwise steamers, the S. S. "Persian." Mr. Webb C. Maglathlin, who served for six months as chief engineer of the nautical training ship "Enterprise," and who passed number one in the examination for appointment to the United States revenue cutter service, the examination lasting four days. Mr. Joseph W. McGrath of Quincy, who lost his life at sea while in command of the S. S. "Discovery," on the voyage from Alaska to Seattle. Mr. George F. Waite of Winthrop, first officer of S. S. "Ocmulgee," Brunswick Steamship Company. Mr. Emery Rice of Brighton, first officer of the large Pacific liner "Tremont." Mr. Joseph E. Sheedy of Reading, who passed number one out of 73 who took the examination for entrance to the United States revenue cutter

service as an engineer officer. Mr. A. Russell Cushing of Dorchester, navigating officer and instructor, Massachusetts Nautical Training School. Mr. James H. B. Meehan of Lowell, who, as chief engineer of the naval auxiliary "Nero," towed the giant dry dock "Dewey" from Sparrows Point, Md., to Manila, Philippine Islands. Mr. Leander A. Clapp of Brockton, first officer of the naval auxiliary "Ajax," one of the largest of the navy colliers, graduated in April, 1903. Mr. Franklin B. Harwood of Rockport, second lieutenant, United States revenue cutter service.

The following have entered the United States revenue cutter service as assistant engineers: Lorenzo C. Farwell, Dorchester, first assistant engineer, now attached to the practice ship "Itasca;" Joseph E. Sheedy, Reading, Albert F. Patterson, Townsend, John T. Carr, Malden, and Webb C. Maglathlin, West Bridgewater, second assistant engineers.

The commissioners are pleased to report that Thomas Baxter of South Dennis, senior cadet officer in his class, has been given an appointment as midshipman, United States Naval Academy, Annapolis.

In order to answer in a measure many inquiries regarding the present employment of graduates of the school, the following list is given:—

First officer, S. S. "Nebraskan," American-Hawaiian Steamship Company; third officer, naval auxiliary "Nero;" first assistant engineer, S. S. "Olivette;" third assistant engineer, S. S. "Seneca," New York & Porto Rico Steamship Company; first officer, S. S. "Colon," Panama Steamship Company; first assistant engineer, naval auxiliary "Ajax;" first officer, S. S. "Tremont," Boston Steamship Company; third officer, naval auxiliary "Abarenda;" second assistant engineer, naval auxiliary "Marcellus;" second assistant engineer, Standard Oil Company ship "Maverick;" first assistant boat keeper, Boston pilot boat "America, No. 1;" first officer, Panama Steamship Company; electrician, United States Navy; electrician, U. S. naval auxiliary "Cæsar;" third officer, naval auxiliary "Sterling;" quartermaster, U. S. lighthouse steamer; oiler, steamer "Providence," New England Navigation Company; quartermaster, S. S. "City of Augusta," Savannah line; electrician,

steamer "Pilgrim," New England Navigation Company; electrician, U. S. S. "Tacoma;" oiler, towboat "Scranton," Lackawanna Railroad Company; electrician, U. S. S. "Cleveland;" quartermaster, naval auxiliary "Abarenda;" oiler, S. S. "Katahdin," Clyde line; quartermaster, steam yacht "Athenia;" engineer cadet, American line.

The Massachusetts Nautical Training School, like the Agricultural College, deserves the cordial recognition of the Legislature and the people of the Commonwealth, and should receive their moral as well as their liberal financial support.

Harvard University and the Massachusetts Institute of Technology furnish an excellent liberal education for the sons of the wealthier classes who expect to enter professional life, but the two institutions mentioned above do far more than this for the sons of the middle and poorer classes of our community. The practical knowledge gained in this school enables its graduates, at the end of a two years' course, to obtain immediate employment, at wages starting from \$40 per month and their board and lodging, and steadily increasing to \$70 and \$140 per month and found. In many instances these young men have places offered them before completing the full term, and practically all the graduates are placed within a month or two after graduation.

In the terrible wreck of the S. S. "Larchmont," off Watch Hill, last winter, the country was awakened to a startling realization of the shocking catastrophies that may follow in the employment of incompetent and poorly trained officers. It is highly important for the safety of American ships and passengers that their officers should have the highest training and education possible. The lesson to be learned from that tragedy of the sea is that American officers must be trained to perform their duty at all times in the most thorough and conscientious manner.

The United States Commissioner of Navigation, in his report for the year 1906, says: —

Up to the present time competent authorities are virtually agreed that training on a square-rigged ship is an essential qualification for service as deck officer on a steamer. Our own navy follows that theory, some of the leading foreign steamship lines carry it out by maintaining

square-rigged ships as schools for the future officers of their steamships, and generally, both at home and abroad, the deck officers of steamships have been educated on square-rigged vessels. In a short time the theory that such training is necessary must be abandoned, or the Federal government must either itself maintain or contribute to the maintenance of square-rigged ships as training schools, as it has contributed to the support of agricultural colleges. The training ships "Enterprise" at Boston, "St. Mary's" at New York, and "Saratoga" at Philadelphia serve admirably useful purposes, and if the seaboard States would avail themselves more generally of the act of June 20, 1874, the situation might be met.

The Board of Education of the city of New York, which has maintained the training ship "St. Mary's" for thirty-three years, has just secured the U. S. S. "Newport" to replace the "St. Mary's," enabling that school to add marine and electrical engineering to its curriculum, as is done in the Massachusetts school. The New York school asks this year for an appropriation of \$70,000.

The U. S. S. "Adams," that it is understood is to be assigned to the State of Pennsylvania as a schoolship, in place of the U. S. S. "Saratoga," condemned, is of the same class as the "Enterprise," 1,400 tons, built in 1874.

The cities of Cleveland and Seattle are taking steps toward the establishment of nautical training schools on the lakes and the northwest coast, and have applied to the United States government for ships for that purpose.

The Belgium training ship, the "Conte de Smet de Naeyer," having been lost at sea last year, the trustees of the school have just secured the four-masted ship, with auxiliary steam power, "R. C. Rickmers," of 5,548 tons, the largest sailing ship in the world, and a class of 24 boys has been sent out to join the vessel at San Pedro, Cal.

Like the maritime nations of Europe, the Japanese government, in taking measures to supply her merchant marine with trained and educated seamen, is building a nautical training ship, — the "Taisei Maru," — a four-masted steel sailing ship, with auxiliary steam power, designed especially for the purpose of fitting young men for the sea.



## MEMBERSHIP OF THE SCHOOL.

*Spring Graduating Class, April 5, 1907.*

Baxter, Thomas,	South Dennis.
Chaney, Eugene E.,	Arlington.
Chick, Harry L.,	Beverly.
Coughlan, Fred'k M.,	North Dartmouth.
Early, Roy V.,	Newton.
Garity, Herbert,	Charlestown.
La Montagne, Louis L.,	Millers Falls.
Lewis, Don Carlos C.,	New Bedford.
McDonald, Charles S.,	Malden.
Merriam, Philip W.,	Greenfield.
Parker, George L.,	Reading.
Perley, Albert E.,	Wakefield.
Sherman, Grant S.,	Jamaica Plain.
Small, Elmer B.,	North Truro.
Smith, Paul R.,	Concord.
Smith, Walter L.,	Ashburnham.
Stickney, George H.,	Worcester.
Wier, Joseph R.,	Saundersville.
Wilder, Herbert P.,	Marlborough.

*Fall Graduating Class, Oct. 12, 1907.*

Bragg, Archie E.,	Woods Hole.
Gifford, William M.,	Woods Hole.
Hartwell, Charles E.,	Worcester.
Marcy, Philip B.,	Boston.
Sears, Frazier L.,	East Dennis.
Simonds, Calvin W.,	Charlestown.

*Class to graduate April, 1908.*

Bassett, Harold W.,	East Milton.
Burns, Kenneth B.,	Plymouth.
Cameron, George H.,	Wakefield.
Killen, George J.,	Lawrence.
Larner, Harold,	Cambridgeport.
McWilliams, Joseph,	Boston.
Pellett, Thomas B.,	Worcester.
Persson, Eric O. W.,	West Lynn.
Shevlin, Eugene P.,	East Boston.
Smith, Charles A.,	East Boston.

*Class to graduate October, 1908.*

Curtis, Miles K.,	.	.	.	.	.	.	Athol.
Downs, John W.,	.	.	.	.	.	.	Orleans.
Ells, Jr., Edward S.,	.	.	.	.	.	.	Cambridge.
Farquhar, Frederick W.,	.	.	.	.	.	.	Lawrence.
Lindman, Carl W.,	.	.	.	.	.	.	Hyde Park.
Mellen, Chester B.,	.	.	.	.	.	.	Quincy.
Robinson, Ernest F.,	.	.	.	.	.	.	East Boston.
Walker, Arthur R.,	.	.	.	.	.	.	Whitman.
Whiton, Arthur E.,	.	.	.	.	.	.	Greenwood.

*Class to graduate April, 1909.*

Bear, John R.,	.	.	.	.	.	.	Winthrop.
Besse, Ronald J.,	.	.	.	.	.	.	South Hanson.
Cooper, Harold C.,	.	.	.	.	.	.	Malden.
Conelly, John J.,	.	.	.	.	.	.	Stony Brook.
Fowler, Allan S.,	.	.	.	.	.	.	New Bedford.
Gildersleeve, Joseph S. W.,	.	.	.	.	.	.	Roxbury.
Grimshaw, Seabrook P.,	.	.	.	.	.	.	New Bedford.
Hammond, Herbert W.,	.	.	.	.	.	.	Malden.
Hart, Leslie S.,	.	.	.	.	.	.	Lynn.
Henry, Richard K.,	.	.	.	.	.	.	Pittsfield.
Jones, Louis F.,	.	.	.	.	.	.	Brookton.
Judson, Walter O.,	.	.	.	.	.	.	Marlborough.
Kelley, Ervin L.,	.	.	.	.	.	.	Roxbury.
Mitchell, Everett L.,	.	.	.	.	.	.	Haverhill.
Morse, Arthur A.,	.	.	.	.	.	.	Lynn.
Norton, Nicholas E.,	.	.	.	.	.	.	Edgartown.
O'Keeffe, John D.,	.	.	.	.	.	.	North Easton.
Perry, Edgar A.,	.	.	.	.	.	.	Boston.
Rondelle, Louis G.,	.	.	.	.	.	.	Boston.
Ross, Harold E.,	.	.	.	.	.	.	Amesbury.
Sillars, William A.,	.	.	.	.	.	.	Danvers.
Sylvia, Frederick H. H.,	.	.	.	.	.	.	Nantucket.
Ward, Everett B.,	.	.	.	.	.	.	Lynn.
Wilson, Leland S.,	.	.	.	.	.	.	Beverly.
Winquist, Eric E.,	.	.	.	.	.	.	Jamaica Plain.

*Class to graduate October, 1909.*

Caddigan, William E.,	.	.	.	.	.	.	Allston.
Collins, George H.,	.	.	.	.	.	.	Needham.
Gill, Maurice D.,	.	.	.	.	.	.	North Eastham.
Hamilton, Woodbury R.,	.	.	.	.	.	.	Dorchester.
Higgins, Carroll E.,	.	.	.	.	.	.	Orleans.
Hines, Robert F.,	.	.	.	.	.	.	East Boston.
Keating, Leo A.,	.	.	.	.	.	.	Natick.

Kebler, Fritz T., . . . . .	Rochdale.
Manchester, William A., . . . . .	Brockton.
McCann, Charles A., . . . . .	Worcester.
Merrill, Ralph M., . . . . .	Attleborough Falls.
Miller, Samuel J., . . . . .	Fall River.
Nickerson, Harold E., . . . . .	Orleans.
O'Keeffe, Thomas J., . . . . .	North Easton.
Philbrook, Frank L., . . . . .	Cambridge.
Smith, Alexander F., . . . . .	Nantucket.
Sparrow, Robert S., . . . . .	Eastham.
Sullivan, William A., . . . . .	East Boston.
Van Deusen, Jr., John F., . . . . .	Pittsfield.
Wiggin, William H., . . . . .	Brookline.

## SUMMARY.

Seaman Class.		Engineer Class.	
Midshipman, U. S. Navy, . . . . .	1	Chief engineers, . . . . .	11
Masters, . . . . .	7	First assistant engineers, . . . . .	5
First officers, . . . . .	16	Second assistant engineers, . . . . .	14
Second officers, . . . . .	29	Third assistant engineers, . . . . .	10
Third officers, . . . . .	17	Fourth assistant engineers, . . . . .	2
Fourth officers, . . . . .	2	Engineers and assistant en-	
Chief quartermasters, . . . . .	4	gineers, . . . . .	46
Quartermasters, . . . . .	81	Engineer cadets and oilers, . . . . .	61
Cadets and seamen, . . . . .	56	Firemen, . . . . .	10
Boatswains, . . . . .	2	Machinists, . . . . .	27
Chief yeomen, . . . . .	4	Machinists and warrant ma-	
Acting ensigns, U. S. Navy, . . . . .	3	chinists, U. S. Navy, . . . . .	11
Second lieutenants, revenue		Electricians, U. S. Navy, . . . . .	18
cutter service, . . . . .	2	Electricians, . . . . .	49
Third lieutenants, revenue		First assistant engineer, rev-	
cutter service, . . . . .	2	enue cutter service, . . . . .	1
Cadets, revenue cutter service, . . . . .	2	Second assistant engineers,	
Boat keepers, pilot boat ser-		revenue cutter service, . . . . .	4
vice, . . . . .	5		
Total, . . . . .	233	Total, . . . . .	269
Total, seaman and engineer cadets, . . . . .			502

## Class of Vessels.

Transatlantic steamers, . . . . .	94
Coastwise steamers, . . . . .	110
Pacific steamers, . . . . .	20
"Tramp" steamers and towboats, . . . . .	21
Steam yachts, . . . . .	23
Sailing vessels, . . . . .	33
Pilot boats, . . . . .	5

United States naval vessels, . . . . .	77
United States naval auxiliaries, . . . . .	28
United States transports, . . . . .	16
United States revenue cutter steamers, . . . . .	14
United States coast survey steamers, . . . . .	8
United States lighthouse steamers, . . . . .	12
At sea, . . . . .	461

## STATISTICS OF CADETS.

*Cadets admitted during the Year 1907.*

Number in the school Jan. 1, 1907:—			
Seamanship class, . . . . .	15		
Engineer class, . . . . .	21		
Nautical cadets, . . . . .	37		
Total, . . . . .			73
Applications received, 1907, . . . . .		73	
Failed to appear for examination, . . . . .	12		
Applicants examined, . . . . .	61		
Examined, . . . . .		61	
Failed to pass mental examination, . . . . .	8		
Failed to pass physical examination, . . . . .	2		
Passed examinations, . . . . .	51		
Passed examinations, . . . . .	51		
Re-examined mentally and passed, . . . . .	4		
Re-examined physically and passed, . . . . .	1		
Readmitted, . . . . .	2		
Admitted conditionally, . . . . .	3		
	61		
Failed to qualify after passing examinations, . . . . .	1		
	60		
Total number admitted to school during 1907, . . . . .			60
Total number connected with school during 1907, . . . . .			133

*Cadets withdrawn during the Year 1907.*

Total number regularly graduated, . . . . .		25	
Seamanship class, . . . . .	10		
Engineer class, . . . . .	15		
Total number honorably discharged, . . . . .		17	
Seamanship class, . . . . .	3		
Engineer class, . . . . .	3		
Nautical cadets, . . . . .	11		
Total number graduated and honorably discharged, . . . . .		42	
Dropped from roll, . . . . .	4		
Dismissed, . . . . .	11		
Withdrawn, . . . . .	11		
Total number dropped, etc., . . . . .		26	
Total withdrawals during 1907, . . . . .			68
Number of cadets in the school Jan. 1, 1908, . . . . .			65
Seamanship class, . . . . .	7		
Engineer class, . . . . .	11		
Nautical cadets, . . . . .	47		

*Cadets admitted, graduated and honorably discharged, from 1893 to 1907, inclusive*

	ADMITTED.			GRADUATED.			HONORABLY DISCHARGED.			Withdrawn, dismissed, dropped, transferred.
	Seamanship Class.	Engineer Class.	Totals.	Seamanship Class.	Engineer Class.	Totals.	Seamanship Class.	Engineer Class.	Totals.	
1893,	138	-	138	-	-	-	29	-	29	24
1894,	42	21	63	-	-	-	26	17	43	18
1895,	33	38	71	19	19	38	6	6	12	6
1896,	35	39	74	20	17	37	16	15	31	17
1897,	32	41	73	20	21	41	10	10	20	9
1898,	42	57	99	15	25	40	12	14	26	23
1899,	34	45	79	11	12	23	24	17	41	11
1900,	28	50	78	14	36	50	9	12	21	14
1901,	34	37	71	11	18	29	8	12	20	16
1902,	32	58	90	16	22	38	16	18	34	13
1903,	34	32	66	17	14	31	10	15	25	17
1904, <sup>1</sup>	-	-	60	16	29	45	5	12	17	31
1905, <sup>1</sup>	-	-	65	10	10	20	-	7	9	13
1906, <sup>1</sup>	-	-	50	16	19	35	-	-	18	19
1907, <sup>1</sup>	-	-	60	10	15	25	-	-	17	26
Totals,	-	-	1,137	195	257	452	-	-	363	257

<sup>1</sup> Beginning in 1904, the cadets upon entrance are unclassified until their second year.



*Employment of Graduates and Cadets honorably discharged from 1893 to 1907, inclusive.*

GRADUATES' EMPLOYMENT.										EMPLOYMENT OF CADETS WITHDRAWN.							
AT SEA.			ON SHORE.		UNKNOWN.			Totals.			AT SEA.		ON SHORE.		UNKNOWN.		Totals.
Seaman-ship Class.	Engi- neer Class.		Seaman-ship Class.	Engi- neer Class.	Seaman-ship Class.	Engi- neer Class.		Seaman-ship Class.	Engi- neer Class.	Seaman-ship Class.	Engi- neer Class.	Seaman-ship Class.	Engi- neer Class.	Seaman-ship Class.	Engi- neer Class.	Nautical Cadets.	
1893, . . . . .	-		-	-		-	-		-	-		-	-		29	-	29
1894, . . . . .	-		-	-		-	-		-	9	8	5	3	6	43	-	43
1895, . . . . .	16	15	3	4		-	-		38	1	1	-	3	2	12	-	12
1896, . . . . .	18	14	2	3		-	-		37	5	3	2	3	9	31	-	31
1897, . . . . .	18	15	1	5		1	1		41	2	2	3	1	5	20	-	20
1898, . . . . .	12	21	3	3		-	1		40	3	1	3	1	6	26	-	26
1899, . . . . .	8	9	1	2		2	1		23	4	3	2	1	18	41	-	41
1900, . . . . .	13	21	1	10		-	5		50	2	1	-	1	7	21	-	21
1901, . . . . .	7	9	1	5		3	4		29	3	3	-	1	5	20	-	20
1902, . . . . .	14	15	1	3		1	4		38	2	5	2	1	12	34	-	34
1903, . . . . .	12	8	4	4		1	2		31	5	1	-	4	7	25	-	25
1904, . . . . .	12	12	1	5		3	12		45	-	5	3	2	2	17	-	17
1905, . . . . .	4	. 6	3	3		3	1		20	-	1	-	1	2	9	-	9
1906, . . . . .	11	15	4	5		-	-		35	1	-	-	-	1	18	-	18
1907, . . . . .	5	7	1	6		3	3		25	-	1	-	-	3	17	-	17
Totals,	150	167	26	58		17	34		452	37	35	20	22	98	363	28	363

NOTE.—The explanation of the difference between "461 cadets at sea," on page 20, and total number of graduates and cadets "honorably discharged at sea," given on page 22 as 389, is represented by 72 cadets dropped or withdrawn from the school without an honorable discharge in thirteen years, of whom we have an employment record.

## BILL OF FARE.

The ration of the United States Navy will be served, with such changes as the superintendent may deem advisable.

CODE OF DISCIPLINE FOR USE ON BOARD THE MASSACHUSETTS  
TRAINING SHIP "ENTERPRISE."

The Board of Commissioners of the Massachusetts Nautical Training School have adopted the following code for the guidance of the commander of the United States steamer "Enterprise" in maintaining proper discipline in this school, and he is hereby empowered to inflict such punishments as are here set forth, keeping a record of the same in a proper book for the inspection of the commission. He shall also make a report in writing to the Board of all punishments inflicted by him, or by his order, at the end of every month.

The offences for which punishment should be inflicted are hereby classified as follows:—

A. — Theft, drunkenness, lying, leaving ship without permission, refusing to obey the order of an officer or a cadet officer, or leaving the lookout while on watch.

The penalty for these offences, if proved, may be summary dismissal from the school.

For the investigation and determination of all offences of such a character charged against a cadet, a board shall be appointed by the superintendent; and the investigation shall be conducted under forms of procedure similar, as may be, to courts of inquiry in the Navy of the United States. The result of such investigation, determination and action shall be forwarded to the Board of Commissioners, with such remarks of approval or disapproval endorsed thereon as the superintendent may deem fit to make. No recommendation for the dismissal of a cadet shall be carried into effect until it has received the approval of the Board of Commissioners.

B. — Inattention to studies or at drill, failure to send in note or sight books, prevarication, persistent neglect of regulations, or leaving the deck while on watch.

The extreme penalty for these offences shall be confinement in the brig on bread and water, not to exceed three days, at

the discretion of the superintendent; but the superintendent is enjoined to use careful judgment in ordering such punishment.

*C.* — Lesser offences.

These are to be punished at the discretion of the superintendent by extra duties.

For offences *B* and *C*, deprivation of leave may be ordered, not to exceed ten days at any one time; and for bad conduct during the week the offender shall be denied the usual Sunday leave.

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## APPROPRIATIONS.

The appropriations for the school for the fiscal year 1907, from Dec. 1, 1906, to Nov. 30, 1907, are here accounted for as follows:—

*Current Expenses.*

Appropriation, . . . . .	\$58,000 00
Expended:—	
Pay roll, . . . . .	\$26,358 95
Provisions, . . . . .	12,209 61
Text-books, instruments, etc., . . . . .	375 50
Seamanship department, . . . . .	3,351 03
Engineer department, . . . . .	8,880 58
Repairs, . . . . .	5,226 86
Miscellaneous, . . . . .	1,566 02
	<hr/>
Total amount expended, . . . . .	57,968 55
	<hr/>
Balance unexpended, . . . . .	\$31 45

*Office Expenses.*

Appropriation, . . . . .	\$5,000 00
Expended:—	
Salaries, . . . . .	\$3,595 00
Books, stationery and postage, . . . . .	144 58
Commissioners' expenses, . . . . .	445 25
Advertising, . . . . .	261 20
Printing, . . . . .	142 11
Miscellaneous, . . . . .	396 42
	<hr/>
Total amount expended, . . . . .	4,984 56
	<hr/>
Balance unexpended, . . . . .	\$15 44

Respectfully submitted,

GEORGE F. F. WILDE, *Chairman,*

REAR ADMIRAL, U. S. N. (RETIRED),

ROBERT B. DIXON, M.D.,

HON. JOHN READ, LATE U. S. N.,

*Board of Commissioners.*

F. STANHOPE HILL, LATE U. S. N.,

*Secretary.*

## LEGAL AUTHORITY FOR THE SCHOOL.

## AUTHORITY OF THE UNITED STATES.

[CHAPTER 339, JUNE 20, 1874.]

## AN ACT TO ENCOURAGE THE ESTABLISHMENT OF PUBLIC MARINE SCHOOLS.

That the secretary of the navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of the State, a suitable vessel of the navy, with all her apparel, charts, books and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school or college having a branch established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, San Francisco, Washington, Charleston, Savannah, Mobile, New Orleans, Baton Rouge, Galveston, and in Narragansett Bay (Acts, 1881), upon the condition that there shall be maintained at such port a school, or branch of a school, for the instruction of youths in navigation, seamanship, marine enginery and all matters pertaining to the proper construction, equipment and sailing of vessels, or any particular branch thereof.

And the president of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require it, such vessel shall be immediately restored to the secretary of the navy, and the officers so detailed recalled; and *provided, further*, that no person shall be sentenced to or received at such schools as a punishment, or commutation of punishment, for crime.

## AUTHORITY OF THE STATE OF MASSACHUSETTS.

[CHAPTER 402, ACTS OF 1891.]

## AN ACT TO ESTABLISH A NAUTICAL TRAINING SCHOOL.

*Be it enacted, etc., as follows:*

SECTION 1. The governor with the advice and consent of the council shall appoint, as soon as practicable after the passage of

this act, three citizens of this Commonwealth, who shall constitute a board of commissioners of the Massachusetts nautical training school, and who shall hold office for terms of one, two and three years respectively, from the first day of July in the year eighteen hundred and ninety-one, and until their successors are appointed and qualified; and before the first day in July in each year thereafter one commissioner shall be appointed in like manner, to hold office for the term of three years. Vacancies may be filled for the residue of a term by appointment, and a commissioner may be removed at any time for cause, to be stated in the order of removal. All appointments and removals shall be made by the governor with the advice and consent of the council.

SECTION 2. Said commissioners shall serve without compensation, but they shall be reimbursed from the treasury of the Commonwealth for all expenses actually incurred by them in the performance of their official duties.

SECTION 3. Said commissioners shall provide and maintain a nautical training school for the instruction and training of pupils in the science and practice of navigation; shall furnish accommodations for the school on board a proper vessel; shall from time to time purchase and provide such books, stationery, apparatus and supplies as are needed in the work of the school; shall appoint and remove instructors and other necessary employees, and determine their compensation; shall fix the terms and conditions upon which pupils shall be received and instructed in the school, and discharged or dismissed therefrom; and shall establish all rules and regulations necessary for the management of the school. For the purpose of giving the pupils of the school a practical knowledge of navigation and the duties of mariners, said commissioners shall from time to time provide for the making of cruises in or from the harbor of Boston.

SECTION 4. Said commissioners are authorized to receive from the United States government, and to use for the accommodation of the school, such vessel or vessels as the secretary of the navy may detail for that purpose.

SECTION 5. In order to properly maintain the said nautical training school, the commissioners may expend a sum not exceeding fifty thousand dollars, which shall be paid from the treasury of the Commonwealth on properly approved vouchers, which shall be approved by the governor and council and presented to the auditor of the Commonwealth for allowance in the same manner as other claims against the Commonwealth: *provided, however*, that no expenditure shall be made or allowed until a vessel suitable for the proposed nautical training school shall have been furnished by the United

States government and turned over to the Commonwealth, and the same approved of and accepted by the governor and council.

SECTION 6. Said commissioners shall annually in the month of January make a report to the legislature, presenting a detailed statement of all moneys appropriated and expended for the purposes of the nautical training school during the year preceding; also stating the results of the work during such year, and making such recommendations as seem to them proper.

SECTION 7. This act shall take effect upon its passage. [*Approved June 11, 1891.*]

## VOTE OF EXECUTIVE COUNCIL UPON ACCEPTANCE BY THE COMMONWEALTH OF MASSACHUSETTS.

COMMONWEALTH OF MASSACHUSETTS,

COUNCIL CHAMBER, BOSTON, Nov. 9, 1892.

The committee on military affairs, to whom was referred the matter of the approval of the United States ship "Enterprise" for the purpose of a nautical training school, submit the following report.

E. V. MITCHELL, *for the Committee.*

Chapter 402 of the Acts of the year 1891 provides for the establishment of a nautical training school in this Commonwealth, and section 2 of said act authorizes an expenditure of fifty thousand dollars to properly maintain the proposed school, and also provides for the furnishing by the United States government of a suitable vessel for such school which shall be turned over to the Commonwealth and accepted by the Governor and Council; and whereas, the United States having furnished a suitable vessel and the same having been examined by the Executive Council, it is hereby —

*Ordered*, That the United States ship "Enterprise" be approved and accepted for the proposed nautical training school.

Approved in council, Nov. 9, 1892.

E. F. HAMLIN, *Executive Clerk.*

A true copy.

Attest: E. F. HAMLIN, *Executive Clerk.*

## MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

### ESTABLISHMENT. \*

Under the authority of the above acts, the Secretary of the Navy, on Oct. 28, 1892, turned over to the authorities of the State of Massachusetts the United States steam sloop of war "Enterprise," as a vessel suitable for the purpose.



## RECENT LEGISLATION.

[CHAPTER 171, ACTS OF 1903.]

AN ACT RELATIVE TO THE AMOUNT WHICH MAY ANNUALLY BE EXPENDED  
FOR THE MAINTENANCE OF THE MASSACHUSETTS NAUTICAL TRAIN-  
ING SCHOOL.

*Be it enacted, etc., as follows:*

SECTION 1. Section five of chapter forty-five of the Revised Laws is hereby amended by striking out the words "not more than fifty thousand dollars," in the first and second lines, and inserting in place thereof the words: — such sum as the general court may from year to year appropriate. — so as to read as follows: — *Section 5.* They may annually expend such sum as the general court may from year to year appropriate, which shall be paid by the Commonwealth; and they shall annually submit an estimate of the expense required in making cruises in or from the harbor of Boston, and the amount of said estimate, after approval by the governor and council and subject to the provisions of chapter six, shall be advanced to the commanding officer of the vessel detailed therefor, who shall give a bond in the sum of ten thousand dollars, with sureties approved by the governor and council, for its proper disbursement. Said advance shall not exceed ten thousand dollars for six months, and shall be accounted for by properly approved vouchers, within thirty days after the termination of said cruises.

SECTION 2. This act shall take effect upon its passage. [*Approved March 23, 1903.*]

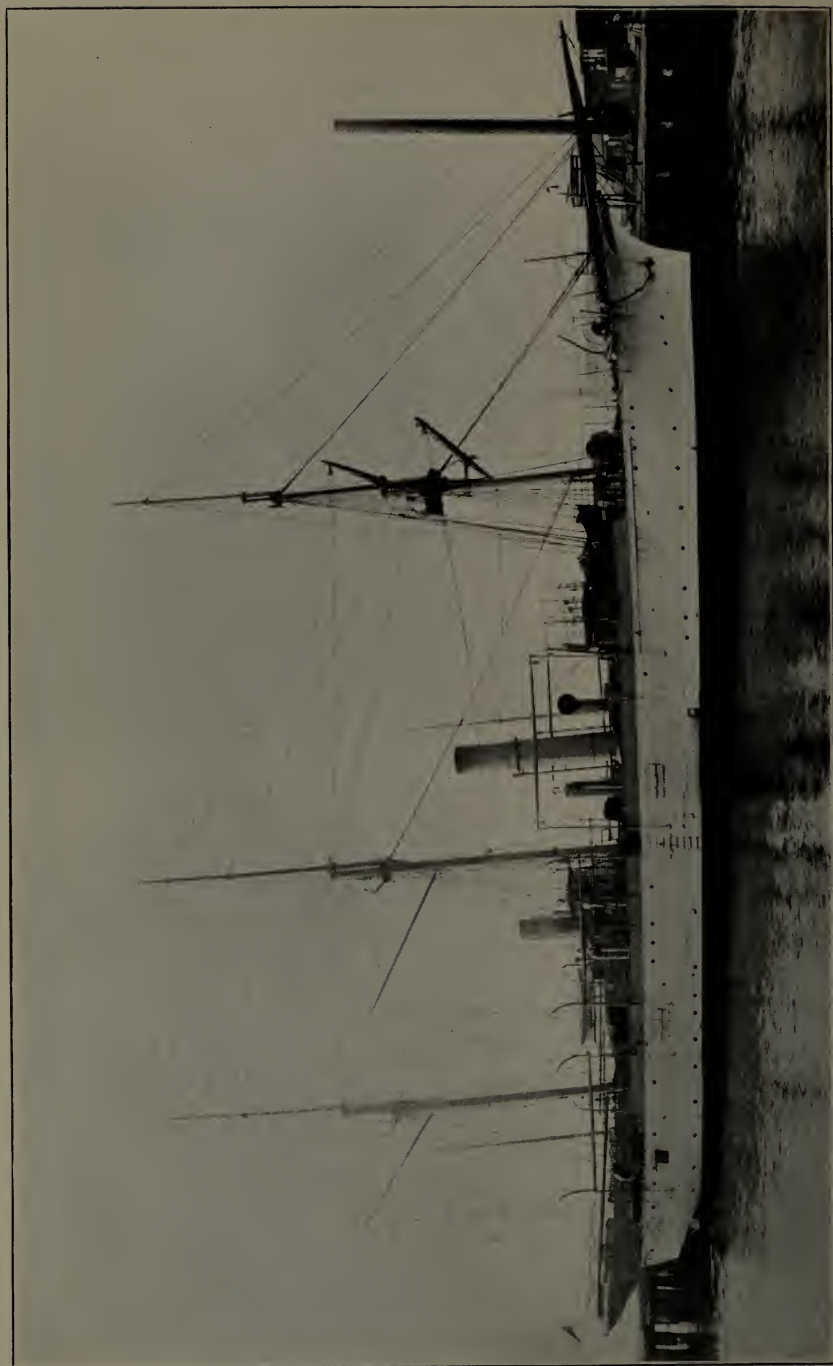












U. S. S. "RANGER"

The "Ranger" is to replace the "Enterprise" as the nautical training ship of Massachusetts.